MATILTON'S INCONSISTENT RIDING THIS YEAR THE TURF CANNOT LAST IF IT IS NOT PURIFIED-RACING AT BRIGH-

A few years ago a few men tried to throttle the ruth about the turf. One of those men was John Morris. Mr. Morris is dead, and no majestic ment has been raised in his memory, not even Honduras Lottery. Another was Richard Mr. Croker has been losing hundreds of of dollars on the English turf, and our ish friends do not intend to let him go until drained him of his last perny. Another was Michael F. Dwyer. Mr. Dwyer is not in robust ith, and he is not betting \$25,000 on a race in use days. He wishes with all his heart that he ver voted for the resolution at Monmouth Park in favor of ruling off turf writers for printing articles about the turf, and before he dies he shaps, have still more reason to regret that he ed for that resolution. Philip J. Dwyer sted for that resolution. He has been sorry mes that he did, and some day he may pos-sorrier still. Mr. Walcott was another turfhe took the ground that too candid disclos-to turf matters at Monmouth Park ought to sopped by ruling off turf writers. Mr. Walcott still haunts the racetrack, a pale and shadowy wraith of former turf greatness. He was once presi outn Park. The crows now roost in huge and costly grandstand at Monmouth. And crows will roost in every racetrack grandstand in the East before long unless radical turf reforms

taken up and carried out. If D. D. Withers had lived, Monmouth Park would at racing centre to-day. Mr. Withers had infirmities of temper. Every racing man knew some infirmities of temper. Every racing man knew all about those infirmities of temper. But Mr. Withers had more common-sense in a minute in turt affairs than Richard Croker and the Morrises and Walcott and the Dwyers (all of whom tried to manage Monmouth Park after the death of Mr. Withers, and made a miserable mess of the effort) had in a month. Mr. Withers was not suave or smooth or soft. He was quick to wrath and harsh of tongue at times. But he was shrewd and keen enough to keep in mind, no matter what happened, nttal fact that racing in America is no likely to be kept up without betting. He also enough brains to understand that just as soon as one or two newspapers began telling the whole truth about turf betting, if racing was not purged and cleansed, the voters of New-Jersey would com pel the New-Jersey Legislature to enact laws which uld put an end to gambling on races in that State It is amazing that the owners of racecourses in

State and the people whose incomes are largely derived from the turf persist in ignoring what was so clear and so plain to Mr. Withers. The Sage of and third.

Brookdale did not delude himself with foolish fan-He said over and over again to his friends that racing could not be kept up either in New-Jersey or in New-York unless the enthusiastic support of the press and the public was enlisted and retained, and unless the buzzards of the turf were booded and chained. In this State there are many people who now ir

one way or another get old of comfortable salaries and considerable incomes directly or indirectly through the continuance of thoroughbred running on the racecourses. If betting on races is abolished altogether in this State, racing will also be abol-That is acknowledged by every one. Any Legislature and any Governor can put a stop to every form of betting by a simple act that can be made a law at Albany any winter. If betting is supcompletely, the turf will die. Unless the Jockey Club and the officials of all the racetracks in this State will do more effective work than they have done so far this year in rooting out turf abuses, will be the easiest thing in the world to secure he enactment of a law at Albany next winter which out racing in this State as effectively as t has been wiped out in New-Jersey. The foundaon which the turf rests in this part of the country is not massive. Every turfman says that ra try is not massive. Every turiman says that racing cannot be kept up without a revenue from the betting-ring. The racing associations get such revenue now. Under one guise or another, under one disguise or another, betting is permitted in the betting-rings of the racetracks this year, and a revenue is derived by the racing associations from those betting-rings. What logical reasons exist why the Grand Juries and the District-Attorneys of the counties of New-York and of Kings should permit betting in the bettingrings of racetracks and not in city poolrooms?

TROUBLE WILL COME UNLESS RACING IS HONEST.

It is not pleasant to raise these questions, but they must be raised, and they will be raised, and they will be pushed, if the racing associations do not take sufficient pains to make all the racing honest. As The Tribune has said over and ov ought to be stamped out entirely unless the Jockey Club and the racetrack officials will do everything The plain truth is that the efforts to make it honest have not been thorough and energetic enough since There is no conceivable excuse for the existence of racing unless it is absolutely honest, and it must pass away soon unless it is honest. The wonder of it all is that so many people who now get a living out of the turf, and who will sink to penury if the turf in this State is abolished, do not try to make cut of the turf, and who will sink to penury it the turf in this State is abolished, do not try to make the turf inst by cleansing it. Here are many layers-of-odds, many owners, many trainers, many fockeys, many racetrack officials and many turf-writers, whose prosperity depends upon the continuance of racing in this State. Many of these estimable and worthy people would be compelled to wear white wings under Colonel Waring, or to take up the retail panut trade with a pushcart, if the racetracks in panut trade with a pushcart, if the racetracks in this State should be shut, simply because they had not sufficiently spacious intellects to earn \$10 a week in any honest livelihood outside of the turf. Many of these excellent and admirable persons now take three nutritious meals a day simply because the facetracks are still open. But if the racetracks were closed, they would be lucky to get dry crusts were closed, they would be lucky to get dry crusts four times a week, as the Raines law is now in operation. Wouldn't it be a pity if all the unnaturalized Englishmen, who are now writing culogies of W. C. Daly, should be compelled to go back to the ungrateful country which cast them out, if the racetracks in this State should be closed? Some of them might perhaps carn a few farthings a week by driving hansom cabs in "dear old Lunnon," while others might snatch a penny here and there for scrubbing a street-crossing.

By the way, why is it that the majestic Empire

them might perhaps carn a few farthings a week by driving hansom cabs in "dear old Lunnon." while others might snatch a penny here and there for scrubbing a street-crossing.

By the way, why is it that the majestic Empire on which the sun never sets and whose drumbeat rolls from the Hebrides to Cape Colony cannot find rolls from the Hebrides to Cape Colony cannot find jobs enough for her impecunious younger sons under the glorous banner of Her Majesty, the Queen, instead of sending such hordes of them to forage for a scanty and precarious living on the American for a scanty and precarious living on the American turf by writing glorous tributes to the worst rascals who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a cale who infest that turf, and generally exerting a color of Egypt, or South Africa? They can find enough to do in fighting in the Soudan or on the west coast of Africa, or in killing the Matabeles. Every one of Africa, or in killing the Matabeles. Every one of them can well be spared from the American turf, why do they turry here? American turfmen may have a try at English stakes, but American turf writers have not yet attempted to teach Englishmen how to manage the English turf.

The racing column of The Tribune has called the attention of the turf authorities many times to the in-and-out running of Hornpipe and of other horses have run so queerly at times when he has been ridding them, then Hamilton is a turf scandal of ominous blackness. If Hamilton is a turf scandal of ominous blackness. If

mirably. But Hamilton and Hornpipe rose from the dead at long odds. Hamilton rode like an ebony Archer just dug out of a tomb in which he had snored for a century, and Hornpipe ran somewhat as an Ormonde might run if he had just been awakened from a morphine trance. It was a wonderful performance, so wonderful that Hamilton and Hornpipe ought to be sent to Iron Hill. That's the place for mummies that suddenly escape from their ecrements when the odds are long. The time, I:48, was amazingly fast for the Hrighton track, with its abrupt turns and short stretches. To Iron Hill or to the land of the Afrites with Hornpipe and Hamilton. New-York cannot endure any longer any such narcotic doses as Hornpipe and Hamilton seem to have been giving the turf.

The riding of Sims on the Keene filly, Flying Squadron, the favorite in the second race, was elegant and artistic. It was the perfection of easy, nonchalant, dilatory grace. Few more exquisite exhibitions of how not to arrive with a favorite have been seen for a long time, *It was surprising that Sims did not became a petrifaction in the saddle, as he wes a flawless and statuesque specimen of motionless loveliness until the race had been practically settled and all of Flying Squadron's chances had disappeared. Then he seemed to wake from his trance and used his whip freely. But this was after Set Fast and Casslopia were so far in front of Flying Squadron that all pursuit was seemingly hopeless. Sculptors rave over the Venus of Melos, and the Medici Venus. It was a pity that all the Streat sculptors of the world were not at Brighton Beach yesterday to go wild over the statuesque symmetry and motionless beauty of Sims on Flying Squadron until after the favorite had fallen too far behind Set Fast and Casslopia to catch them.

too far behind Set Fast and Cassiopia to catch them.

Zanone is a fast sprinter. He was an odds-on favorite in the third race, and was successful. Gardner this time sought the shortest way home with Zanone. But that does not obscure the truth of history, which is that Zanone ought to have win certain races this year before the Brighton Beach meeting which he did not win, and that Gardner at certain times has ridden races of startling deviousness since he came East.

Probably the wily McCafferty could have won the fourth race without much difficulty with that rapid miler, Gotham, but it seemingly suited McCafferty's plans better to secure second place with Gotham, while the favorite, Rubicon, captured first honors. Sloane rode the winner brilliantly. McCafferty is a chrysanthemum.

Rodermond is stunningly fast for a half-mile. He was the odes-on favorite for the Undergraduate Stakes, the fifth race, and, ridden by Taral, he had an extremely easy success in 49 seconds. If Sims on Voter had waked up earlier he could not have failed to secure second place, but he was extremely sleepy, and was third at the finish.

Sims has been much too drowsy in several races recently. The stewards ought to stick a pin in the

him.

The favorite, Flushing, captured the hurdle race in a canter. Annie Bishop and Golden Gate fell but unfortunately neither of them was killed, no even injured, and, unfortunately, their riders alsescaped injury.

DETAILS OF THE CONTESTS. FIRST RACE-Purse \$600; selling allowances. One at

W. Lakeland's b. h. Hornpipe, by Mr. Pickwick— Round Dance, 5 yrs., 104 fb (car. 106)...(Hamilton) C. Fleischmann & Son's br. c. The Dragon, 3, 98... R. Boyle's br. c. Septour, 3, 107 (car. 109)... (Sloane) 2 Premier 89 (Coylle); Sir Dixon, jr., 107 (Ballard); Brisk, 105 (Clayton); Pearl Song, 102 (Hill), and Tinge, 115 (Slms), siso ran.

Betting-Hornpipe, 6 and 2: The Dragon, 8 to 5 and 8 to 5: Septour, 4 and 8 to 5; Premier, 20 and 8; Sir Dixon, 6r., 8 and 3; Brisk, 20 and 8; Pearl Song, 15 and 6; Tinge, 6 and 2 Won in a drive by a neck; four lengths between second

SECOND RACE-Purse \$600; handicap for two-year-olds. Five furlongs. Five furlongs.
C. Jacob's ch. f. Set Fast, by Masette-Landala, 100 (Powers) 1 C. Jacob's ch. 1. Set Pass.

(Fowers)

A. H. & D. H. Morris's ch. f. Casseopia, 110

(Littlefield) 2

(Coylie) 3

Petring—Set Fast, 7 and 2: Casseopia, 2 to 5 and 3 to 2: Sunny Slope, 7 and 2: Flying Squadron, 7 to 5 and 1 to 2: Simonian, 30 and 8: Quaver, 12 and 4: Sedgewick,

Won easily by two lengths; three lengths between sec

THIRD RACE-Purse \$500; for three-year-olds; selling

allowances. Five furlongs. Hamilton Stable's br. g. Zanone, by Black Dean-Arrowarass, 3 years, 104 fb. (Gardner) 1 Sensation Stable's br. c. Tremargo, 3, 103. (Clayton 2 James R. Keene's br. f. Juno, 3, 102. (Lambley) 3 Dame Quickly, 97 (O'Leary); Patrol, 102 (Hewith); Forum, 107 (Hamilton); Royal Rever, 19 (Covile); Abuse, 115 (McCafferty), and Rock Ledge, 10 (car. 1011; (Keefe), a.e., ran.

Betting—Zanone, 9 to 10 and 2 to 5; Tremargo, 3 and 4 to 5; June, 10 and 4; Dame Quickly, 30 and 10; Patrol, 12 and 4; Forum, 20 and 8; Royal Royer, 20 and 8; Abuse, 6 and 2; Rock Ledge, 20 and 8. Won easily by a length; two lengths between second

FOURTH RACE—THE TEST HANDRAL, lower by year-olds and upward; purse \$1,500. One mile.

J. E. McDonald's ch. h. Rubicon, by Rayon d'Or—Lilly R., 5 yrs., 106 lb., (Sleane)

J. J. McCafferty's ch. c. Gotham, 4, 114 (car. 116). (McCafferty) FOURTH RACE-THE TEST HANDICAP: for three

Easte Stable's ch. x. Sir Francis, 6, 108. (McCafferty) 2
Lehman, 113 (Taral); Ferrier, 114 (Sims), and Aurelian, 98 (Lambley), also ran Time—1:41%.
Betting—Rubleon, 9 to 5 and 3 to 5; Gotham, 4 and 7 to 5; Sir Francis, 4 and 8 to 5; Lehman, 4 and 8 to 5; Ferrier, 8 and 3; Aurelian, 20 and 6.
Won in a hard drive by a head; four lengths between second and third.

FIFTH RACE-THE UNDERGRADUATE STAKES: for two-year-olds; maid-ns at the time of entry; penaltic and allowances. One-half mile.

R. & F. P. Keen Lady Louise, 110

Lady Louise, 119 (Sloane); Thomas Cat. 113 (Little field); Braw Lad. 108 (Hill); Dumbarton, 105 (Sheedy), and Valorous, 105 (Clayton, also ran.

Time—0:49.

Betting—Rodermond. 4 to 5 and 1 to 2; Takanassee, 8 and 3; Voter, 6 and 2; Lady Louise, 6 and 2; Thomas Cat. 7 and 2; Braw Lad, 30 and 10, Dumbarton, 30 and 10; Valorous, 20 and 6.

Won handly by the company of the company o Won handily by two lengths; a head between secon-

ward; selling allowances. One and a half miles over

also ran.

Time—2.5615.

Betting—Flushing, even and 2 to 5: Marcus, 4 and 7 to 5; Uncle Lake, 8 and 3; Buckeye, 15 and 5; Midgeley, 10 and 4; Golden Gate, 7 to 2 and 6 to 5; Annie Bishop, 6 and 2.

Won in a romp by ten lengths; thirty lengths between second and third. Buckeye and Midgeley refused, but were finally made to go the course. Golden Gate and annie Bishop, fell.

RACING SCENES AND INCIDENTS. NOTES AND OBSERVATIONS OF A VETERAN

yesterday. The weather was perfect, the attendance unusually large and the track fast. It was not what would be called a Brighton crowd in the old days when the grandstand was like a cauldron and the track a circular streak of yellow loam or mud, according to the weather. The two-dollar charge for admission has had much to do with changing the class of patrons. A large number of spectators listened to the strains of Lander's Band and wit-nessed the six contests. Perry Belmont, James R.

closing of the Marine Railway do not bury their difference about percentages and reopen the road for the convenience of the public. Hideous barbedwire fences prevent the public fro making the journey between Manhaitan Beach and Brighton Beach on foot, and many thousands of persons are greatly inconvenienced by the stubbornness of somebody who ought to know better than to injure the

public in this way.

The first race gave all the racegoers a shock and caused many of them to turn ghastly pale when they saw Hornpipe run a mile and a sixteenth in the fast time of 1:48 and defeat The Dragon, Septom. Sir Dixon, jr., Tinge and others. In his last previous race Hornpipe was beaten by the crippled Mrage race Hornpipe was beaten by the crippled Mrage in a race at one mile and a furlong, in 1:594. When Hornpipe won yesterday the silence became oppressive and the speciators gazed at the numberboard in astonishment. Sloane rode The Dragon, who was the favorite for the race at 8 to 5 against big changes, with all his skill and one row. who was the with all his skill and energy, but could not defeat Hornpipe, who was at 7 to 1 in the betting.

The stewards decided to investigate the race and Hamilton's riding in several races that have caused

the lead at the fall of the flag with Septour and

much adverse comment since the racing season

a mile. It was the heaviest betting race of the day. Rubicon was the favorite at \$ to L. Gotham. Bir Francis and Lehman were heavily played at 4 to 1 each, while Ferrier had a moderate support at 7 to 1. Aurelian was the outsider, with the generous odds of \$ to 1 quoted against him. The foregoing odds were quoted by an official of the Metropolitan Turf Club. From a good start Gotham raced into the lead with Rubicon lapped on his saddle. The pace was extremely fast until the far turr was reached, when Rubicon passed Gotham. When straightened for the run in McCafferty appeared to call upon Gotham for another effort. An exciting struggle followed. Sloane rode Rubicon with exquisite skill, and defeated Gotham by a head. Sir Francis was third, four lengths away. Rubicon, who has been alling in his underpinning since the racing season began, pulled up so lame that he was led away from the track scarcely able to walk. The time, 1:41%, was fast, and the race one of the best that has been run at the Brighton meeting.

Rodermond, one of the fastest horses at a half-mile in training, was a warm favorite for the Undergraduate Stakes at 5 to 4 on in the betting. Voter, Lady Louise and Thomas Cat were at 5 to 1 each. Takanassee was at 8 to 1, and the others were at 10 to 1 in the quotations. The flag fell to a straggling start with Takanassee in the lead and Rodermond second. The latter had no difficulty in going to the front, and won with amazing ease by two lengths. Takanassee was second, a head before Voter, who came very fast at the finish, beating Lady Louise a length and a half for third place.

A farce-comedy called a hurdle race closed the day's sport. Flushing, who was the favorite at 6 to 5, won. Marcus was second and Unoie Luke third. Golden Gate and Annie Rishop fell, and some of the other contestants were valuly endeavoring to negotiate the last obstacle at a late hour last night.

Now that the stewards have started to do some investigating, mec-goers fervently hour last night.

Now that the stewards have starte

TO-MORROW'S ENTRIES AT BRIGHTON BEACH.

h	one-sixteenth miles.
d .	Tinge 110 Cromwell 97 The Winner 197 Emma C 95 Copyright 169
	SECOND RACE-Purse \$500; for two-year-olds; selling allowances. One-half mile.
d s s n	Fractain 108 Fractal 102
	THIRD RACE—Purse \$500; for three-year-olds; penal- ties. One mile.
4	King William 112 Cassette 107 King T 112 Harpsichord 107 Maple Prince 112 Emotional 107 The Druid 100
1	FOURTH RACE—Purse \$700; handleap. Six furiorgs. Brandywine 107 Juno 53 Feen o Day 100 Runaway 90

FIFTH RACE-Purse \$600; selling allowances. One and one-sixteenth miles. SIXTH RACE-Purse \$100; for two-year-olds; selling al-

SEVENTH RACE-Purse \$600; selling. One mile
 Kennel
 116 Brisk

 Halfling
 112 The Dragon

 Mirage
 112 Premier

 Kallirhoe
 107 Volley

THE DETROIT MEETING ENDED. IT TOOK SEVEN BEATS TO DECIDE THE MER-CHANTS AND MANUFACTURERS' STAKE CONTEST. Detroit, Mich., July 25.-The blue ribbon meeting

of the Detroit Driving Club came to a close to-day. The weather was excellent, but the smallest crowd of the meeting witnessed the six races, which were of the meeting witnessed the six races, which were started at il o'clock this morning. When the unfinished Chamber of Commerce Stake was called, the track was rough and fully ten seconds slow. It improved with every hour, but did not get fast. The Merchants and Manufacturers' Consolation Stake was the most stubborn cortest of the afternoon, Auraction winning after a battle of seven heats. Summaries: 2:24 PACING (UNFINISHED FROM THURSDAY)-

CHAMBER OF COMMERCE STAKES, \$5,000.

CHAMBER OF COMMERCE STAKES, \$5,000.

Planet, b. h., by Bonnie McGregor, dam 12 10 7 1 1 1

Mocking Boy, ch. h., by Mambrino King, 12 10 7 1 1 1

Mocking Boy, ch. h., by Mambrino King, 112 1 10 8 3

Rad Had, ch. g., by Red Fern, dam Mattie R. (J. Curry)

Time—2:12, 2:19½, 2:16¾, 2:17½, 2:17¸, 2:17¸½. FREE-FOR-ALL PACING-MILE HEATS-CONSOLA-

NON-WINNERS IN MILE DASH-FIRST DAY-PURSE \$1.500. Frank Agan, b. g., by Mike Agan, dam Flora (Mc-Carthy) tein, b. b., by Baron Wilken, dam Oilitipa

(Lairi) 2 2 Saladin, br. h., by Sultan, dam Ella Lewis (Geers). 3 3 2:11 TROTTING-PURSE \$2,000. er, b. m., by Hummer, dain Thusette Parchen

and allowances. One-half mile.

J. W. Roger's b. c. Rodermond, by Tremont—Amuel,
113 D. Kensleo Stable's b. f. Takanassee, 105 (car. 168).

Kensleo Stable's b. f. Takanassee, 105 (car. 168).

(Dogget') 2

(Doble) 1 1 1 | Wheelmen; Frank P. Priat, New-York Athletic
Club; Will R. Pittman and T. H. Ryan. Timers—
Robert Stoll, S. D. See, M. L. Bridgman, Bartow
Bravado, bk. h. b. Kentucky Wilkes, dam Alicia
(Doble) 2 3 3

S. Weeks and Adolph Stahl. Scorer—J. F. Fitch.

ERS (ONSOLATION-FURSE \$2,000.

Attraction, b. h. by Belladonna, dam
Ogle Lambert (Barnes) 2 5 1 2
Victor Wilkes, olk. h., by Domineer (Douglas) 1 1 2 6 7 2 2 Peter, ch. K., by Csenr (Pennman) 1 4 3 1 1 3 3 Time 2:22, 2:20, 2:201₃, 2:101₅, 2:214₅, 2:234₅, 2:201₅

2:19 PACING-PURSE \$2,000. Myrtle G., b. m., by Calmore-Col. Moore Myrite G., b. B. (Quintin)
Ally, gr. g. by Alabaster-Kitty Roife (W. K. Smith)
Bra Band, b. b. by Jay Wood-Daisy (Marntin)
Time-2:16%, 2:16, 2:16%, 2:17%. 1 2 5 3

2:27 PACING-PURSE \$2,000.

RACING AT LATONIA.

Latonia, Ky., July 25.—The Latonia Prize a handicap for three-year-olds, the feature of to-day's card, was won by Nimrod. The books again had the best of the talent. Weather pleasant, aftendance light, track slow. Summaries: FIRST RACE-One mile. Miss Maxim, (6) (Huston) 1 7-1 Martin, 10: (Impre) 2 11-5 Whiteside, 110 (Russell) 3 60-1 SECOND RACE—Ote and one-sixteenth miles.
Howard Mann. 53 (Dupse).
Almee. 91 (C. Rest)
Frontman. 55 (Huston)
Time—1:51%. THIRD RACE-Six furlongs.

FOURTH RACE-LATONIA PRIZE. Nine furlongs. Nimrod, 100 (Fowler). 1 2 5—1 Loki, 118 (C. Reiff). 2 2 4—1 Ben Helliday, 114 (Martin). 3 8—5 FIFTH RACE-Pive and one-half furlongs. Truelight 112 (Perkins). 1 11-5 Lady Keith, 100 (ifusion). 2 11-5 Imp. 115 (shering). 3 3-1 SIXTH RACE-Six furlations.

A PARTNER FOR MR. LORILLARD. IT IS SAID THAT HE AND LORD WILLIAM BERES

FORD WILL COMBINE THEIR STABLES. London, July 25 .- "The Star" asserts that Pierre Lorillard and Lord William Beresford have been racing partners. According to the paper, Mr. Lord-lard will manage the combined stable, and the horses will be trained by Huggins.

WISHARD'S HORSE A WINNER.

London, July 25.-At Gatwick to-day the race for London, July 2a.—At Gatwick to-day the race for the Diamond Plate of 200 sovereigns, the second to receive 20 sovereigns out of the race, one mile and a half, was won by E. Wishard's brown gelding MacBriggs, by Strathmore—Ortawin, three years of Playwright was second and Palmerston third. The betting was 100 to 30 on MacBriggs, 4 to 1 against Playwright and 12 to 1 against Palmerston.

INSANE FROM STARVATION.

Ishmen as to the American turf.

Ishmen as to the American turf.

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RACING AT MANHATTAN.

ACTORS, POLICEMEN AND BOYS ON WHEELS.

BUTLER, SCHNESSLER AND KRUMM AMONG THE WINNERS-A BIG CROWD AT THE TRACK SWEPT BY OCEAN BREEZES-GOOD SPORT

FOR A WORTHY CAUSE-COOPER, BALD AND SANGER FAIL

When The Tribune said, early in the year, that bicycle racing would ere long take its place with other forms of outdoor sports in favor with the

destined to come true even sooner than the most sanguine thought. The browds increase at every meet. The public is becoming acquainted with the fast men of the track, and it is evincing the liveliest interest in the doings of the "speed merchants," as the speedy riders are called. No one surprised to see the Balds, Coopers, Goodmans, Earls, Sangers, Butlers, Harrisons, Owens, Ripleys and Dawsons supplant in popular favor th Ansons, Irwins, Nashes, Tiernans and Duffys of the green diamond field. Stranger things have happened.

The race meet at the Manhattan Beach track

yesterday attracted possibly the largest crowd of people ever seen at a bicycle meeting in the district. The track swept by ocean breezes looked its prettiest, and the crowded grandstand and bleach ers and the solid wall of humanity in the infield was a surprise to the novice, who for sweet charity's sake attended his first bicycle race meet. The attendance was estimated at from 8,000 to 10,000, and many who went to the track awheel left it be cause they could not find accommodations for themselves or their mounts.

The throng was a revelation to the easy-moving beach policemen, and they probably had the hardest day's work of their lives. Thousands surged into the infield and fairly carried everything before them. There must have been from 2,500 to 3,000 people in the field, many of them women, and all anxious to see the racing men-in the final spurt near the tape. The result was that the crowd urged on to the track, and in several instances the people, in their eagerness to "be in at the death," caused the racing men to wabble and then go down in a heap.

to the field hereafter. It can do better than that It can either supply additional seating accou dations or else take down the little ropes around the infield and put up a stout picket fence, which would hold the crowd in check, as is done at the football games.

TOO MUCH BREEZE FOR THE RIDERS.

It was an ideal day for the spectators, a delight had any thought of discomfort outside of the surgthe army of racing men. The fast riders ran into the wind at the lower turn and staggered as if their wheels had suddenly increased a thousand-fold in Most of the riders, however, were in splen did condition, and excellent time was made in spite

The programme included all sorts of contests, and nobody could find fault with its varied features. There were races for policemen, schoolboys, actors, professionals, and the Simon pure, or supposed to be pure, amateurs. The invitation race, in which Baid, Cooper and Sanger were advertised to ride, was declared off, as those riders falled to keep their agreement. The management will make an effort to have these men disciplined by the Racing Board of the League of American Wheelmen. Additional facilities for the checking of wheels

devotee of the sport of cycle racing does not like to ump his wheel in a lot, and leave it to the tender mercies of any rogue who may wish to ride off on The starting was bad, because the starter had neglected to bring a pistol and blank cartridges, and the men were sent off, either with the mega-"Teddy" Goodman received an ovation when he

appeared on the track to take part in his first professional race. Little Le Roy See gave an exhibition of fancy riding, and C. T. Earl rode two-thirds of a mile paced by the Kings County Wheelmen quadruplet in 1:181-5. Johnson holds the world's record of 1:16. The tournament was run for the benefit of "The Herald" Free Ice Fund, and the financial results are particularly gratifying. The officials were as follows: Referee-Isaac B.

Potter, Chief Consul New-York State Division L. A. W. Judges-F. A. Steimer, Commissioner Avery D. Andrews, Dr. S. J. O'Neill, Yorkville Wheelmen; Frank P. Priat, New-York Athletic and J. T Ryan, Clerks of the Course-T. C. Crichton, A. Copland and L. Frank Boland. Competiton's Steward-A. B. George. Assistant StewardsD. M. Greenig, Philadelphia.
C. Reynolds and T. Reilly. Marshal-J. Vincent
Samuel McElroy, Brooklyn. Smith. Ann uncer-Fred W. Burns.

HOW THE RACES WERE WON.

The racing began, as usual, with a one-mile scramble for those who had never won a race. Nearly one hundred ambitious youngsters were en-

Scramble for those who had never won a race. Nearly one hundred ambitious youngsters were entered, and it required several preliminary heats to weed the chaff from the "speed merchants." The first heat was slow, and this caused Referee Potter to put a time limit on the remaining heats, and the effect was good. The final furmshed a pretty struggle right up to the tape, with W. H. Hicks, ir., the son of a New-York newspaper man, the winner by a length. W. F. Bennett, of the South Brooklyn Wheelmen, finished strong, and secured second place, a length before A. H. Welles, of the Hackensack Wheelmen, third.

The police races furnished two lively contests, in which the contestants were worked up to a high pitch of excitement. The one-mile scratch race was run in heats, entries from New-York, Brooklyn, Boston and Philadelphia qualifying for the final. The police scorchers were in deadly earnest, and it was said that many a quiet wager had been made on the outcome of the contest, One-half of the "coppers" were dogged and determined, and the other half were so mad that they would have liked nothing better than to have arrested the other half, John Schussler, of this city, won the final making his jump at the beginning of the last lap, and taking a lead which the others could never make up. He won by three lengths. The struggle for place honors was a splendid one, and the result was in doubt up to the time the judges announced their decision. Samuel McEiroy, of Brooklyn, the terror of Cycle Path scorchers, and George McKary, whose auburn looks were no more fiery than his temper, finished with their wheels locked. The Brooklyn man fell in a heap just after crossing the tape and was badly cut and scraped. He could not have beaten his New-York rival more than an inch. The three-mile race was a surprise, both New-York men being beaten. D. M. Greenig, of Philadelphia, showed a keen sense of pace and rating. In the last third he came away and won rather easily by three lengths, waving his arms wildly at the cheering thousands.

A TOUTHFUL WINNER.

Edward G. Krumm, of Grammar School No. 20, a clever young rider, won the race for school boys in 1.38 2-5, and he did weil in some of the other contests. Lester A. Schleck was second and Daniel Sullivan was third. Krumm fairly ran away from his opponents, winning as he pleased.

The speed ghost of the old-time Cherry Diamond showed in the one-third mile amateur, the race going to C. C. F. Schwarz, of the rechristened Knickerbocker Athletic Club. He defeated Krum by a length, with C. S. Henshaw, the Greater New-York champion, third and a number of the strongest riders in the district behind him.

The one-mile handicap was a good race right through all the heats. The final was well contested, F. D. White, of the Liberty Wheelmen, with a handicap of thirty yards, winning by two lengths: Joseph Harrison, of the Harlem Wheelmen, second, and Oscar Hedstrom, of the Riverside Wheelmen, third. The time, 2:10, was good, considering the strong wind.

There was a hearty laugh in the actors' race, and that was about all. Some of the theatrical men wore fancy costumer, and their queer anties set the crowd in a roar. David M. Murray, who wore a regular racing costume, won the race in the holiowest sort of style. W. E. Richle, dressed as a frowsy tramp, finished second, and Fred Campbell, dressed as a new woman in bloomers, finished third. Professor Herrmann, Lee Harrison, "Willle" Coller, "Old Hoss" Hoey and Walter Jones, who were announced as entries, did not start. "Pobby" Gaylord, dressed as a clown, did some tail and lofty tumbling and then carried his wheel off the track. He rode the bicycle about twenty feet.

The one-mile invitation race for professionals was declared off, as Paid, Cooper and Sanger, the stars, did not appear. They declared that the management broke its agreement with them, and the management broke its agreement with them, and the management broke its agreement which was read through a megaphone, seemed to bear out the management.

The two-mile professional handicap was interesting, and when "Teddy" Goodman appeared for his first race as a professional have a boudly applauded. Thomas Butler (scrat 1:36 2-5, and he did well in some of the other contests. Lester A. Schleck was second and Daniel

SUMMARIES. ONE-MILE NOVICE.

First heat won by H. G. Sweitfager, Yorkville Wheel-men: A. J. Boston, New York City, second. Time 2:57, Escond heat won by W. H. Hicks, Ir. unattached, E. U. Humpirey, Hackenack Wheelmen, second; Fred. Pater-

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OUR UNUSUAL OFFER CONTINUED. TO EVERY PURCHASER OF

Our \$100.00

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We Present the following Outfit of Sundries Free:

Twentieth Century Lamp. New Departure Bell, Bottle 3-in-1, Skirt Holder, Barnes Wrench, One pair Toe Clips, One pair

Screwdriver, Lock, Standard Cyclometer,

Chain-Cleaning Brush. Foot Pump, complete, Dixon's Graphite,

One pair Trouser Guards, Repair Kit, Tire Tape, Lamp Bracket, Hand Pump, Can of Enamel, Luggage Carrier. Luggage Carrier

The RED ZONE WHEEL for material, workmanship, finish and style can only be compared to wheels that still sell for \$100,00, as the following specifications prove:

Large seamless tubing, reinforced joints, frop forgings throughout, solid forged crown, with nickelled head; barrel hules, best plane wire sawaged spokes, detachable and reversible sprocket wheel, is inch Humber pattern toolsteel chain, with hardened centres and rivets; oval forged cranks, tempered in oil; Brandenburg pedais, 5-16 bells in crank axles, is inch balls in both wheels, tool-steel bearings, 5-inch tread, choice of saddles, tires and handle bars, with makers' guarantee for one year. We will also present the outfit of sundries to purchasers of our Tandems at \$99.

BLOOMINGDALE BROS.

New-York City, third, Time—2:29.3-5. Third heat by A. H. Welles, Hackensack Wheelmen; H. C. geerlite, Park Wheelmen, second; F. T. Kirsch, Bush-k Wheelmen, third, Time—2:32.2-5. Fourth heat by A. G. Relyes, Kings County Wheelmen; H. L. iter, unattached, second; W. C. Croll, Greenwich elimen, third, Time—2:33.2-5. Pitth heat won by ther A. McKeng, Park Wheelmen; W. C. Tatlan, oklyn, second; W. F. Bennett, South Brooklyn Wheel-, third, Time—2:30.2-5.

FINAL HEAT.

W. H. Hicks, jr., unattached W. F. Hennett. South Frooklyn Wheelmen A. H. Welles, Hackensack Wheelmen. Time—2:30 2-5. Won by a length; a length and a half between second ONE MILE, SCRATCH (POLICE)

Pirst heat won by George McKay, New-York; John Schuessier, New-York, second; John C. Pinkertza, Philadelphia, third; Charles C. Bodden Philadelphia, fourth, Time—2:26-2-5. Second heat won by Carieton L. Brett, Boston; Samuel McEirroy, Brooklyn, second; Daniel M. Grentig, Philadelphia, third, Time—2:221-5. FINAL HEAT. John Schueszler, New-York. 1
Samuel McElroy Brooklyn 2
George McKay, New-York. 3
Time-2:32 3-5.

Won by three lengths; an inch between second and TWO-THIRDS MILE, SCRATCH (SCHOOLBOYS).

on by twenty lengths; two lengths between second

ONE-THIRD-MILE SCRATCH (AMATEUR) ONE-THIRD-MILE SCRATCH (AMATEUR).

First heat won by W. A. Barbeau, Riverside Wheelmen;
W. H. Owen, South Brooklyn Wheelmen, second; John T.
Beam, Riverside Wheelmen, third, Time 45 +5 sec.
Secend heat won by Edward G. Krumm, city; Joseph
Harrison, Harlem Wheelmen, second; George E. Ruppert,
ir., New-York A. C., third, Time 44 1-5 sec. Third
heat won by C. C. F. Schwarz, Knickerbocker, A. C.;
Govern Reith, Harlem Wheelmen, second; C. C. King,
Kinga, County Wheelmen, third, Time 44 4-5 sec.
Fourth heat won by C. S. Henshaw, Riverside Wheelmen,
Sear Hedstrom, Riverside Wheelmen, second; G. B.
smith, Liberty Wheelmen, third, Time 44 1-5 sec.

C. C. P. Schwarz, Knickerbocker A. C. Edward G. Krumm, New-York City.
C. S. Henshaw, Riverside Wheelmen. Time-0:45 4-5. Won by a length and a half; half a length between

THREE-MILE SCRATCH (POLICE).

Won by three lengths; same distance between second

ONE-MILE HANDICAP (AMATEUR).

First heat won by Charles Uhlyk, Brooklyn (100 yards);
Joseph Harrison, Harlem Wheelmen (scratch), second; G.
Bennett Smith, Liberty Wheelmen (40 yards), third,
Time—2:172-5. Second heat won by Morris Glasel,
Greenwich Wheelmen (130 yards); F. B. Egelboff, South
Brooklyn Wheelmen (130 yards), second; B. L. Hunter,
Brooklyn (100 yards), third, Time—2:124-5. Third heat
won by Oscar Hedstrom, Riverside Wheelmen (25 yards);
David Beckitt, fr., Paterson (130 yards), second; E. J.
Clark, Flushing (50 yards), third, Time—2:141-5. Fourth
heat won by F. D. White, Liberty Wheelmen (30 yards);
W. H. Hicks, fr., Brooklyn (130 yards), second; F. G.
Krumm, New-York (50 yards), third, Time—2:142-15.

Fifth heat won by C. A. Carlsen, Greenwich Wheelmen
(80 yards); E. C. Humphrey, Hackensnck (120 yards), secont; Fred Hildebrandt, Jr., Greenwich Wheelmen (130
yards), third, Time—2:132-5.

Won by two lengths; same distance between second and

ONE-MILE SCRATCH (ACTORS). Won by a block; half a block between second and

Thomas Butler, Boston (scratch)
Ray McDonald, New York (scratch)
T. H. Allen, Springfield (25 varis)
F. P. Goodman, Riverside Wheelmen (100 yards)
P. J. Berlo, Hoston (26 yards)
Time—6:25. Won by a short length; half a length between second

THE TRIBUNE WHEELMEN RACE. The Tribune Wheelmen held their regular series of club races at Irvington yesterday afternoon.

Games. Following is the summary:

One half mile (scratch)—Won by E. Lowenstein; Cari Mailer, second, James Brien, third. Time—1:30.

One mile (scratch)—Won by E. Lowenstein; Edward Schmidt, second, James Brien, third. Time—3:30.

One mile (bandleap)—Wen by Edward Schmidt (4) yards); E. Lowenstein (scratch), second; Frederick Lowenstein (30 yards), third. Time—3:10.

Slow race (100 yards)—Won by James Brien; E. Lowenstein, second. No time taken.

The five-mile handleap will be run off to-morrow.

AMERICAN RIDERS RETURNING FROM Harry Wheeler, racing man, who went to France with Trov, Murphy and Kiser some time

ago, returned to this country yesterday. Most of the other American riders now on the other side of the Atlantic will come straggling home during the next few weeks. THE HERNE HILL AMATEUR RACE. London, July 25.-At 8 o'clock this evening, wher the Herne Hill amateur race was finished, Good-win, who had succeeded in increasing his lead over Hunt, had 476 miles 1,72 yards to his credit. Hunt was second, with 47 miles 95 yards, and Pepper third, with 425 miles 359 yards.

RESULTS AT WOODGREEN.

London, July 25 .- At 8 o'clock this morning the score of the three leading contestants in the pro-fessional twenty-four-hour bleycle race, which was started at 8 o'clock last evening on the Woodgreen track, was as follows: Huret, 288 miles; Carlisle hours. At the finish Huret, the winner, had covered 490 miles, and Nolson 450 miles 750 yards. The hours. At the finish Huret, the winner, had covered 450 miles, and Noison 450 miles 750 yards. The distance covered by Huret was sixteen miles 1,702 yards less than the distance covered by Neison, an amateur rider, in the twenty-four-hour contest for the Cuca Cup at Herne Hill, which ended this evening. Hunt, who rode second in the Herne Hill to Transcript.

Gorses and Carriages.

FINE CARRIAGES, for city and country use, for Park, rond or Horse Show VAN TASSELL & KEARNEY,

130, 132 East 13th st.,
123, 125, 127, 129 East 12th st.
Surpassing novelties for 1896,
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in beautiful designs, triumings
and paintings.
LIGHT TRAPS,
VICTORIAS, STATION WAGONE,
CABRIOLETS, BREAKS.

Largest and most complete stock of any house in the trade.

SPECIAL ATTENTION PAID TO LADIES. Elevators to all floors.

Bargains in Second-Hand Carriages,
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Four-in-Hand Coach, absolutely perfect;
Newport Vis-a-Vis, with canopy top;
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Spiders and Victoria Pinaetons;
Surreys, Chaches, Broughams;
Several excellent Top Wagonis;
a number of new carriages by the late
J. B. Brewster & Co.,
at low prices to close them out.

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487, 489 5TH AVENUE. (17 years with J. B. Brewster & Co.) AN OPPORTUNITY

FOR BUYERS OF We have left from Spring Stock a few of our 1896 style abriolets and Victorias, in drab, green, and blue, which we offer at a surprising discount from resular figures, they are not shopworn or damaged in any way, but per-They are not shopworn or damaged in any way, but perfect conditioned, late style, bigh grade vehicles of our cwn design and build. THIS IS A CHANCE SELDOM OFFERED, AND SHREWD, CONSERVATIVE BUYERS WILL AVAIL THEMSELVES OF IT.

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CARRIAGES

A. -WILL, SACRIFICE for third value, fine extension top family stylish Essex trap, Kimbell cutter, harners and laprobes; all nearly new and first-class make. Private stable, 10 West 44th-st.

CANOPY ton Surreys, \$75; Stivers Runabout, \$60; Fancy Traps, \$95, and full line other work, new and second hand taken in trade; all reduced.

See our stock before purchasing.

REPOSITORY, \$65 West 14th st., near 9th ave. FOR SALE.
One skeleton top express wagon, 2 top grocery
wagons, 1 victoria, 1 phaeton, 1 jump seat wagon, 1 single truck.
1216 24-ave.

NEW SUMMER TRAPS OF ALL KINDS.
Several Victorias by best city builders, in fine orders
also a Brewster Landaulet; at bargain prices.
EDWARD CALLANAN'S SON, 57 West 44th St. SIX passenger Rockaways, Coupe Rockaways and Lan-deus by best makers, in fine order, very low prices, REPOSITORY, 405 West 14th st., near 9th ave.

race, also heat the distance covered by the French professional by 7 miles 25 yards.

Chase and Walters, on a tandem at Woodgreen, covered 39 miles 255 yards in an hour, beating the record.

Waller, the American rider, who was one of the starters in the professional race, rode well for six hours and a ha.f. when he fell and was forced to retire. He had covered 170 miles and two laps.

RACES AT OLYMPIA PARK. A LARGE CROWD PRESENT-NO FAST TIME NOTED

Some interesting races were held at Olympia Park, One-hundred-and-thirty-fifth-st. and Lenozave., yesterday afternoon. There was a large crowd present, including the usual array of pretty The track is six laps to the mile, and fast time was out of the question. The races resulted

time was out of the question. The races resulted as follows:

One mile (novice)—Won by Charles Spotschill; Edwin & Perkins, second. Time—2:43 3-5.

One mile (handicap)—Won by L. V. Mockridge, Harlem Wheelmen (50 yards); William Sneider, Riverside Wheelmen (150 yards), second; E. S. Perkins, Riverside Wheelmen (130 yards), third. Time—2:22 4-5.

One-half raile (scratch)—Won by A. S. Jenkins; C. E. Granger, second; L. V. Mockridge, third. Time—1:17 2-5.

Two miles (handicap)—H. V. Bedell, Riverside Wheelmen (180 yards); W. Schneider, Riverside Wheelmen (180 yards); S. R. Hell, Harlem Wheelmen (110 yards), third. Time—5:12.

BIG STRIKE LIKELY IN PITTSBURG.

STREET-RAILROAD EMPLOYES REFUSE TO SIGN AN AGREEMENT.

Pittsburg, July 25.—A strike involving not less than 2,000 employes of the Consolidated Traction Company is not improbable. Over half the men met in secret conference at 1 o'clock this morning and, after a long discussion, unan mously decided not to attach their signatures to the new agreement laid down by Superintendent Greenwood. A resolution was finally adopted, directing a committee of five men, one from each line of the company, to call immediately on C. L. Magee, president, and ask him to withdraw the order concerning the

It was a little after 4 o'clock when the com It was a little after 4 o'clock when the committee first called on Mr. Magee, but they falled to see him. They called again at 9 o'clock, and it was reported that they were in conference with Mr. Magee. In addition to the demand for a modification of the rules and agreement, they were to demand the immediate removal of Superintendent Greenwood.

The committee decided to report at a special meeting at midnight to-night. It was intimated that a general strike would occur within twenty-four hours.

Searcher for Boarding Place-Does Mrs. Skrimper set a good table? Knowing One-Spiendid! Best of mahogany, of high polish, gold-plated easters, and all that sort of thing.